

Gliding App Notes

A key goal of introducing the Gliding App is that it should significantly reduce the time required to prepare flying costs and member balances. The financial elements of the Gliding App will deliver on that goal and after extensive testing we believe it is ready to go live from 1 March.

What does that mean for club members?

1. Member balances will be transferred from the fees-ledger, which will cease to operate.
2. Flight charges after 1 March will be calculated automatically and charged to member accounts.
3. Member payments, expenses reclaimed and other inputs to member accounts will be updated weekly.
4. Full details of flights, account balances and transactions and flight traces can be viewed in member accounts via the Gliding App, on the computer or mobile.

It is important to emphasise that flight charges are only going to be as good as the data from the log sheets on which they are based. While the Gliding App does automate many of the logging tasks, running the log remains an important task. Progress with members using the App for logging has been good but there is still a way to go and hasn't been helped by the recent lack of flying. When we next get the opportunity, please engage with it and check all flights charged to your account.

In preparation for go-live we have prepared a number of FAQs. These will also be published on the website and will be updated from time to time.

There are significant changes in the way in which two important measures will be used in calculating flying charges.

All flights will be charged based on the flight time recorded by the App. This is a change for both the Venture and Eurofox, which have previously been based on tacho time. The change massively simplifies the process as there is no longer any need to obtain information from other sources and will reduce delays in financial information being available.

Members will note that the venture hourly rate charged to members who do not belong to the syndicate has increased by a headline 15%. The majority of this increase is to compensate where average tacho readings are approximately 10% higher than flight time. A 5% increase is then being added in line with other fee increases. There is no impact on how the syndicate manage their finances.

The App relies on GPS heights supplied via the OGN network, and all aerotow charges are now based on the recorded tug height rather than the pilot's hand-written note. GPS heights are far more accurate than that shown by pressure altimeters, and suffer no lag, a common issue particularly in gliders. Again, this is a significant simplification in the process, but members may have some concerns that it could lead to an incorrect charge. All aerotows since the introduction of the App have been monitored against glider release heights and in the vast majority of cases release heights and charges have been calculated accurately.

Please note, there can be breaks in the electronic data and very rarely more significant differences in logged time and heights can arise. Members can verify release heights by looking at the glider and tug detail contained within flight traces.

If you have any additional questions about the operation of the App or queries on amounts you have been charged, including any challenge to aerotow heights, please contact treasurer@bwnd.co.uk, din@sardin.co.uk or shane.slater1@outlook.com.